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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,461 號壹十陸百肆千肆萬壹第 日玖十式月陸年十叁緒光 HONGKONG, WEDNESDAY, AUGUST 10TH, 1904. 壹拜禮 號拾月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st August, 1904.

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Hongkong, 23rd July, 1904.

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Inspection Invited.

Hongkong, 5th August, 1904.

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6th August, 1904.

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Hongkong, 1st May, 1904.

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CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

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TELEPHONE 460.

Hongkong, 22nd July, 1904.

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Hot and Cold Water throughout.

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H. HAYNES,
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Electrically Lighted. Electric Fans (if required).

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Hongkong, 10th June 1903.

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Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

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BIRTH.

On the 8th August, at Blackheath's Point, Kow-
loon, the wife of PHILIP, of a son. 1903

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

HONGKONG, 10TH AUGUST, 1904.

In his interesting report on the afforestation work for the year 1903, Mr. S. T. DUNN, Superintendent of the Botanical and Afforestation Department, makes the following statement under the head of "Forestry":—
"The time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation." Mr. DUNN then proceeds to relate that in the late 'seventies tree planting was seriously undertaken, and from 1882 to 1885 the annual expenditure of \$12,000 was expressly sanctioned for afforestation, when from 200,000 to 300,000 young pines were planted each year, and that the annual vote was gradually diminished as the slopes became covered, until it fell to \$3,450. As a result of this policy of tree planting there are at this moment nearly 5,000 acres of pine trees on the island and the oldest plantations "are now ready to fell and replant." Mr. DUNN goes on to say that he has made a very careful examination of the plantations, delineated them on maps and schedules, and prepared the ground work for the compilation of statistics upon which to found a working plan for "the future, but the results have a further interest as showing what return the Government have for their outlay of former years." Following closely up his conclusion that the time has arrived for the Government to reap where they have sown, "to profit to the full extent" by the foresight of previous administrations, Mr. DUNN has started an iconoclastic crusade against the results of the wisdom and energy

of his predecessors. We refrained, perhaps unfortunately, from criticism of his report before, believing that his intention was to thin out some of the plantations which had been done periodically by his predecessors, but from what we have seen at Aberdeen we are driven to the conclusion that the present Superintendent intends to destroy the forests and lay bare the slopes which at such a large expenditure of time and money have been redeemed from barrenness and clothed with a verdure that beautifies and adorns them.

We fear Mr. DUNN has quite misapprehended the motives with which the votes for the afforestation of the island were made. He seems to think that the money so laid out was invested with an eye to future profit. This was really not the fact. When the first plantations were formed on the slopes above the city of Victoria during the regime of Sir ARTHUR KENNEDY they were made with the double object of beautifying the island and increasing the rainfall. His successor, Sir JOHN POPE HENNESSY, who was an enthusiastic tree planter, and raised the annual vote to \$12,000, did so from the same motives, though we believe he also argued that in a few years it would be possible to obtain some small revenue by thinning out the pines and selling the timber. This has been done from time to time, as much, however, to encourage the growth of the remaining trees as to make revenue, which was never expected to become an appreciable item among the assets. The forests have, however, proved well worth the money expended upon them. They have served to increase the rainfall, and they have helped to make the streams more permanent. They have also transformed the surface of the island, which, when first acquired presented, in winter especially, a singularly barren appearance. Mr. DUNN is apparently eager to again reduce it to that aspect in order to rake in a few paltry dollars for the Treasury. He has already converted part of the slopes round Aberdeen into a waste, and will presumably, unless his ruthless hand is stayed, proceed, block by block, to render the entire island hideous. We cannot believe that for such a consideration, Sir MATTHEW NATHAN will permit this wholesale destruction of our carefully planted and long cherished forests. Not only would it be a piece of vandalism but it would be a reversal of the policy of all his predecessors in office. Moreover it would be an act of sheer folly from a sanitary point of view. The health-giving odours of the pine forests everywhere are too well known to be resisted upon, and they are certainly no less desirable here as a prophylactic against fever. We trust that His Excellency will at once intervene and direct the immediate suspension of these devastating assaults upon what may be termed the sanitary reserves of the island. If it be necessary to prune or thin the plantations, let this be done with care and under the eye of a judicious expert, and not farm out the timber to Chinese to be cut as and where they please. The money is not to be thought of in such a connection. It has taken thirty-five years to cover the nakedness of the land; it is to be tolerated that this shall be re-exposed afresh for a few thousand dollars!

In connection with the above subject we trust the Superintendent of Forests will permit us to make a suggestion. It is that the abounding energy which has been directed upon the utilisation of the trees as a means of revenue should be diverted to the repression of the parasites and weeds that now choke the life out of trees and plants along many of our roads and walks. There are some forms of creepers that overrun the vegetation, smother it, and die in winter, becoming a pestilent nuisance and disfigurement, which are yet very easy of destruction. There are weeds like the sensitive plant that kill the turf and substitute thorns for the pleasant green grass. This pest is quite a newcomer and might yet with careful effort be exterminated. But it is spreading with amazing rapidity and if not checked will soon become a positive infliction, especially to the owners of lawns and gardens. A significant proof of its vigour and marvellous powers of propagation may be remarked from the Peak Tramway. The high bank just below the Royal Artillery Mess, close to Bowen Road Station, is simply covered by this plant, whose purple blooms clothe it in a colour very different to the turf which is buried beneath it. Last year this bank was cleared of the intruder to all appearance—the fact being that the roots, which are strong and deep, were not removed—and it sprang up again this year, and is flourishing with seven-fold strength. All along the line

of tramway, between the Bowen Road and St. John's Place it can be traced by its purple heads of bloom, and it should be promptly weeded out and, if possible, exterminated. The *laudia* is another undesirable plant, which flourishes greatly near the banks of the streams. It has overrun whole districts of Ceylon, and cannot now be eradicated there, but here it has not made so much way, possibly owing to a less fertile soil. These intruders will watching, or they spread, like a fire, and prove even more difficult of control or elimination.

It is satisfactory to learn that the British entry into Lhasa has been accomplished without further fighting. Our London correspondent, telegraphing on the 8th inst., says that Colonel YOUNGHusband's forces marched into Lhasa on Wednesday, the 3rd inst., unopposed. The Chinese Amban assisted in the necessary negotiations consequent on the occupation of quarters in this stronghold of the Dalai Lama. It is evident from this account that the Chinese Amban, who previously had shown a rather hostile attitude to the British Expedition, has been instructed from Peking to execute a prompt and complete *coup d'état*, and did so accordingly. The Chinese Government have no sympathy with Russian intrigues in Central Asia; they have suffered too much already from Muscovite pushfulness; and they have no doubt recognised the fact that the policy of rigid exclusion hitherto so successfully followed by the Tibetan Authorities was neither desirable nor possible. The British Indian Government could not submit to be flouted by a coterie of Buddhist priests before the whole Buddhist world, and the Peking Authorities have had sufficient experience of British methods to know that once the order to march has been given, nothing will be allowed to arrest the progress of British troops to their goal short of irretrievable disaster. Such a check the expedition under Colonel YOUNGHusband was not at all likely to meet from the Tibetans, and the opposition offered to it was both gratuitous and impolitic, a mere courting of defeat and unnecessary loss of life. The Lamas had to be taught a lesson, however, which we trust they will take to heart and profit by in the future. They will henceforward know better, perhaps, than to listen to Russian misrepresentations. We hope that the British Commander has full powers to deal with the Lhasa Authorities, even to the point, if necessary, of setting up another and more intelligent priest in power than the Dalai Lama or those who govern in his name.

Meantime one more triumph has been achieved, one more forward movement made and the last of the hermit kingdoms has been compelled to give up its jealously guarded isolation. The natural barriers to exploration in the great highlands of Tibet have hitherto enabled the Lamas to draw an impassable cordon round Lhasa, which Europeans have found impossible to break, and the only voracious assault of the city yet received has been that written by an intrepid Indian traveller who managed by a careful disguise to penetrate into the Tibetan capital and live to tell the story of his adventures. Lhasa will now, however, soon be as well known to the world as Seoul, the formerly secluded capital of Korea, but now connected with its port by railway and the centre of a good deal of Japanese and Western activity. The public will have much that is interesting to learn of the great Buddhist centre and will look forward to the descriptions and illustrations which will no doubt soon be published of this unique city. Much of the glamour which at present surrounds this capital will naturally be dissipated by a closer and more intimate acquaintance with it. The mystery that has hung about this depository of the lore and learning of the Buddhist sages, and the vague idea that much knowledge is hidden in the monasteries of Tibet may perhaps be rather rudely dispelled, for we have a strong suspicion that there is less learning than pretension, less treasure than gaudy display, and more dirt than either in the lamaseries.

A letter from "Tax-payer" is unavoidably held over.

The Akha of Abekota has gone home. The King gave him a bible as a parting gift.

Earthquake shocks were experienced last month in the Midland counties at Home.

There is a great demand in Siam for paper and all kinds of paper goods.

Mr. John Baptist Reutier is appointed British vice-consul at Yokohama.

Sir Thomas Lipton's cup, value 10 guineas, given for an ocean race of 330 miles, has been won by the sloop *Little Rhody*, owned by Mr. Hares Tillinghast, of the Rhode Island Yacht Club, Providence, which covered the distance in 58 hours 48 minutes.

The disabled Leviathan is the only warship in port.

There was another fatal case of plague yesterday.

Two Chinese coolies were arrested for deserting from a Johannesburg mine.

The French Mail of the 12th July was delivered in London on the 8th inst.

The A.E. steamer *Arabia*, released from Vladivostok, is now on her way to Shanghai.

C.C. St. Clair the puglist, is under arrest at Singapore on a charge of obtaining \$90 by fraud.

One of the crew of the French steamer *Tankia* was arrested while smuggling opium into Borneo.

Sir William Rattigan, M.P. for North-East Lancashire, was killed in a motor accident near Biggleswade.

Mr. H. J. Whigham, who has arrived in Petersburg from Mukden, says the Siberian railway is working splendidly.

An American syndicate, proposing to import tin from the Straits, has had to abandon the idea for the present.

The *Malta* assured its readers that twenty submarines officially labelled "torpedo-boats" had been sent to Vladivostock.

Captain Elliott, S.V.I., won the Governor's Cup in the "Singapore Bisley" on the 1st instant. He won it the previous year.

The King is contributing £1,000 to the building fund of St. Bartholomew's Hospital. He laid the foundation stone of the new building.

One of the "boys" at Raffles' Hotel, Singapore, stole \$2,000 worth of jewellery and cash from a guest's room. He was caught with the booty.

Russia is buying a good many oil motors, mostly from Germany. Germany supplies Russia with most of its electric appliances, also.

The marriage arranged between Mr. John Norman Moses, of the Sherwood Foresters, Carmarthenshire, and Miss Evelyn Percy, will take place early in October, at Brighton.

The King has been pleased to approve of the appointment of Hillgrove Clement Nicolle, Esq. (Local Auditor, Hongkong), to be Treasurer of the Island of Ceylon.

Depositors in the Post Office Savings Bank paid in £10,875,206 in 1903; but the complexion has put upon conditions at Home is dissipated by the fact that £12,668,282 were withdrawn.

From Gyantze to Lhasa the road was 149 miles in length and wound round every spur and nullah, a monotonous mountain track over the highest ridge in the world, absolutely without verdure. Our men were four weeks on the road.

From the returns compiled by Lloyd's Register of Shipping it appears that, exclusive of warships, there were 392 vessels of 933,058 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1904.

A Manila paper announces that Albay Province is wildly excited over the reported discovery by an American in a remote part of the Southern Camarines of a great diamond surpassing the famous Koh-i-noor in size and value.

Personal estate of the net value of £132,951 12s. 4d. has been left by Sir Henry Morton Stanley, the famous African explorer and journalist, who died on May 10th, aged 63 years, and the gross value of the whole of his estate is £145,865 10s. 8d.

Twenty soldiers were seriously wounded during manoeuvres at Beverloo, Belgium, on July 8th. The men dropped to the ground on a canon being fired, and a hail of missiles swept by. It was found that the weapon had been loaded to the muzzle with stones. It is believed that the outrage was the work of peasants in the district. The manoeuvres were at once stopped.

The King's approval of the following appointments is notified in the Times:—Sir General Strickland, K.C.M.G. (Governor of the Leeward Islands), to be Governor of Tasmania, on the retirement of Sir Arthur Havelock, G.O.S.L. G.C.M.G. G.C.I.E. Sir James Alexander Swettenham, K.C.M.G. (Governor of British Guiana), to be Governor-in-Chief of Jamaica and its Dependencies, on the retirement of Sir Augustus Hemming, G.C.M.G.

Captain Mahan, the great naval authority, remarked recently in England that it had always seemed to him that The Hague tribunal was rather premature in its ideas. It was as the communities got larger and larger, and as sympathies widened between people who spoke the same tongue—as the various communities under the British and American flags did—that there would be an approximation to the ideal of which they had heard so much—the federation of the world.

The reports of the Japanese advance towards Linoyang dwell upon the great work of road-making necessitated on the part of the engineers, a work which they seem to have executed with remarkable ability. This fact suggested to *Te-dai* a happy little rhyme, as follows:—

Each Army has distinctive modes,
Both in defences and attacks:

The Japs are great at making roads,
The Russians great at "making tracks"!

An inquiry into the circumstances of the death of Mr. Shuster (Mr. H. H. J. Gompertz presiding) will be held at 2.15 p.m. to-day.

It is reported that the Governor of Warsaw has applied to the Tsar for power to proclaim a state of siege throughout Russian Poland in order to prevent a revolutionary outbreak.

In future, there will not be permitted, at Aldershot, any military honours (hand or funeral party) for soldier-suicides, even when the charitable verdict of "temporary insanity" has been given.

Mrs. Maybrick who was imprisoned for poisoning her husband, is now out on ticket of leave. Foolish sympathisers are dragging her into fresh publicity by getting up a petition for a free pardon.

Mr. Jamison, the wrecker, suggested to one of our reporters yesterday that this last typhoon might very probably lift the *Boron Gordons* off the reef upon which she was thrown by the previous typhoon. After that, we suppose her fate would depend upon the extent to which her hull has been damaged.

The idea is being mooted of holding a great international exhibition in London, a thing which has not been done since 1861. An appeal to some 70 leading business houses has elicited varied opinions, rather more than half being in favour of the scheme, while the President of the Board of Trade has also signified his conditional approval.

Here is a dialogue that took place recently between a small child and its mother—"Why is that flag only half-way up the stick? Shouldn't it be either at the top or the bottom?" "My dear, it is put so because someone is dead." "Oh, then, I suppose they didn't know whether he has gone up or down!"

An important agreement has been arrived at between Great Britain and Russia. To prevent seal piracy in the Pribiloff Islands region within the Russian zone, Great Britain is to send warships, and in return, obtains the right to establish a coal depot at Petropavlovsk, in Eastern Siberia. The agreement has been made with the knowledge and consent of Japan.

On Monday at 11.35 a.m. the red drum and cone, indicating that the typhoon was to the S.E. (over 300 miles) of the Colony, were hoisted. At 4.45 p.m. same day, a red cone, indicating that the typhoon was to the south of the Colony, was hoisted. Yesterday morning the typhoon was south of the Colony moving towards the W.N.W., threatening the neighbourhood of Hoilow Straits.

Lieut-General Prince Obolensky, hitherto attached to the Ministry of the Interior, has been appointed Governor-General of Finland. The discontent now prevalent in Russia is described as having become acute. It is impossible, says the *L. & C. Express*, for any scientific or literary congress to meet without developing into a political demonstration. The result is that the prisons are being filled with people of intellectual note, while increasing numbers are being banished or deported to Siberia.

Hackenschmidt, the "Russian Lion," defeated Jenkins, the American champion, at the Albert Hall on July 2nd, for the world's Gracie-Roman championship and a prize of £2,500. He gained the first fall in 29 min. 37 sec., and the second and the match in 14 min. 27 sec. The issue was never in doubt. It was only very rarely, and then quite momentarily, that Jenkins made any show of attack, and Hackenschmidt, who appeared to wrestle slower than usual, always seemed to have the measure of his man.

The Ven. Joshua Hughes-Games, vicar of Holy Trinity, Kingston-on-Hull, since 1894, who died on March 25th last, aged 72 years, left estate valued at £13,568 6s. 6d. gross, and at £12,217 17s. 8d. net, and bequeathed £50 to the Church Missionary Society, £20 to the Church Pastoral Aid Society, and £15 each to the British and Foreign Bible Society and the London Society for the Promotion of Christianity among the Jews. The Jews, who have the spirit of charity so splendidly developed, will hardly regard a £15 donation out of £12,000 as evidence of the superior merit of Christianity.

In the House of Commons Mr. Sinclair referred to proceedings taken against him at Marlborough-street Police-court for disregarding the rule of the road while driving a motor-car in Regent-street. He wished to discuss as a question of privilege the right of a member of Parliament to drive on the wrong side of the road, his contention being that members had this right under the Sessional Order as to access to the House.—The Speaker, amid loud laughter, said he thought the House would agree that it would have been better if Mr. Sinclair had not transgressed the rule of the road, and he declined to allow the incident to be brought forward as a question of privilege, observing that it appeared to be an ordinary police matter.

The number of paupers in London (excluding lunatics in county and borough asylums, registered hospitals, licensed houses, and vagrants), on the last day of the fourth week of June, and the preceding three years was as follows:—

Indoor—1901, 62,153; 1902, 63,431; 1903, 66,554; 1904, 69,300. Outdoor—1901, 36,326;

1902, 37,811; 1903, 37,556; 1904, 38,690. Total—1901, 98,479; 1902, 101,243; 1903, 104,210;

THE WAR.

ENGLAND AND RUSSIA.
OUR POSITION TO BE UPHELD.

LONDON, 9th August.

Grave anxiety is still felt over our relations with Russia. Mr. Balfour, the Prime Minister, announced to-day that Great Britain maintains its position with regard to the seizures of English ships.

[REUTER'S SERVICE.]

THE "KNIGHT COMMANDER" INCIDENT.

LONDON, 7th August.

The Vladivostock Prize Court justifies the sinking of the *Knight Commander* on the grounds that the cargo and the vessel were lawful prizes, as railway material destined for Chemulpo via Japan, was on board.

WAR ITEMS.

THE DARDANELLES.

A Berlin telegram to Shanghai mentioned that the Russian man-of-war *Tschernowitz* had passed the Dardanelles. The *Tschernowitz* is not a Volunteer cruiser entitled to pass at any time as a commercial steamer. It is a ship of similar class to the *Korsar*, and its passage (if it actually took place), is an impudent infraction of treaty.

A CONTRABAND CARGO.

The Vladivostock Squadron made a genuine capture of a British steamer carrying contraband from Otaru, Hokkaido Island, to Fusui, Korea. The news was conveyed in the following grimly humorous private telegram:—"Vladivostock, July 5, *Cheltenham* s., arrived yesterday." Unlike the case of the *Allastor*, I am afraid, says a *Times* correspondent, there can be no disputing the legitimacy of this capture. The *Cheltenham* was taking railway sleepers to Korea—material which has been declared to be contraband. This capture is the first heavy loss suffered by the marine insurance market here in respect of war risk insurances. The *Cheltenham*, of 3,741 tons, built in 1901, was insured against the risks of capture for £10,000, at a premium of £1 per cent for six months from March last. A considerable sum was insured on freight, and the cargo captured was valued at about £3,000 to £6,000. Altogether the loss amounted to nearly £6,000.

A LA FRANCO-KUSSIAN WAR.

M. Santos Dumont, in the course of a recent interview, said: I was invited by Japan to join the forces in Korea as head of the balloon service, and offered a fabulous sum to take my airship to the front to dry to drop high explosives on Port Arthur. I was sorely tempted, but many of my best friends are Russians, and while abiding the Japanese, I was compelled to decline the offer, because the ties of Caucasian kinship prevented my aiding the yellow man.

JAPANESE GUNBOAT'S NARROW ESCAPE.

A Tokyo telegram to the *N.C. Daily News* on the 1st instant says that while the mine-clearing flotilla under Commander Hirose was engaged in disposing of the enemy's mines off Lung-wantung, Port Arthur, on the 26th inst., the clearing corps got foul of the screw of a gunboat, so that the gunboat was unable to move. She was fired at by the enemy's shore batteries and gunboats, and torpedoed by his destroyers, but she managed to retreat to Shao-ping-hoo after an hour's exertions. Commander Hirose and ten others were wounded.

H.E. THE GOVERNOR AND THE CANTON-KOWLOON RAILWAY.

In its editorial columns, the *L. & C. Express* says:—Sir Matthew Nathan, the new Governor of Hongkong, took great interest in the question of the Canton-Kowloon railway previously to his departure. His Excellency holds a strong view on the subject of the desirability of its railway construction, and we may add, in this connection, that the Colonial Office also has taken much interest in the matter. We believe we are not much apart from the truth when we say that the Colonial Office would go as far as to either provide, or guarantee, the money for the portion of the line that will run through British territory. Such being the case we may hope that the difficulties which have hitherto stood in the way of the carrying out of the concession, and the present obstructions that are being resorted to will be removed, and the line—the importance of which has been frequently referred to in these columns—be speedily put in hand. Besides, further delay may prove dangerous to the future of the colony. The American-Belgian Syndicate, in the absence of any sign of the British railway, are credited with the intention of asking a further concession from China to enable it to connect the port of Swatow with its trunk railway. It is scarcely necessary to point out that a rival with such exclusive facilities of access of collection and distribution would have a serious effect upon the future commercial prosperity of Hongkong.

THE CANTON STRIKE.

[FROM THE "CHUNG NGOI SAN PO."] With regard to the strike of the boat people, the shipping and many other lines of business had suffered seriously. In fact many shops on land threatened to join in the strike, for their business could not be carried on without the boat people. Consequently the rice merchants raised their prices making rice dearer by two or three catties for every dollar in comparison with the price charged before the strike. The strike spread to Samui and many other districts. Being aware of the serious consequences, the prefect and the two local magistrates proceeded on the 4th instant to the different charitable institutions to consult with the gentry and the leading merchants and a joint notice was at once issued by them to the effect that the farmer of the said tax, Ho Sui-ching, had failed to comply with the regulations framed by the authorities thereby unnecessarily disturbing the peace and "squeezing" the boat people; that the farmer should be at once dismissed and some other means devised to collect the tax; that with regard to reports of some people killed during the encounter between the farmer's agents and the boat people, investigation should be held to bring home the crime. Though such a notice was issued, still the boat people refused to resume work, saying that no notice was issued to permanently stop the collection of the tax and that several boat people had been killed by the collectors who have not yet been dealt with. On the 5th inst. seeing that the strike had not stopped, the Governor, the Tartar General, the Treasurer, the Judge and all the other local mandarins held a meeting at the Tartar Club. All the other officers proposed some other means to induce the boat people to return to their work and to await the instruction of the Viceroy whether the collection of the tax should be continued or not, but the Governor had himself decided to stop the collection of it and in consequence, he issued a notice ordering the boat people to return to work as usual under the promise of stopping the collection of the tax. I also gave orders to the local magistrates to do their best to induce the boat people to resume work within three days. Since that notice was issued, most of the boat people have resumed work though many are still hesitating.

THE DAMAGE TO THE "PRINZ HEINRICH."

From Ceylon papers to hand by the last mail we learn that the accident to the German Mail Steamer *Prinz Heinrich* occurred at 2.45 p.m. on July 23rd. While steaming at 15 knots she struck what is considered to be a new coral reef, between Matara and Dondra head, about an hour's steam eastward of Galle Point.

As the steamer instantly shunted, the passengers were considerably alarmed, but the officers soon reassured them,

and the steamer with all speed returned to Galle. An engineer sent to make an examination of the vessel telegraphed to Colombo "Seam open four feet. Also one butt."

When divers were set to work a breach six feet square in No. 1 bunker was discovered.

At the inquiry subsequently held, Captain Rademeyer stated that he could not account for the accident in any way, but suggested that boats should be sent out to ascertain what the vessel had struck. Other officers declared that there were no signs of a rock where the ship struck.

Temporary repairs were to be effected locally, and it was thought that the steamer might have to go to Bombay to be docked.

S.S. "PERLA" SOLD TO JAPAN.

The China and Manila ss. *Perla*, Capt. A. H. Notley, has been sold to the Japanese for £10,000.

The *Perla* was for years a popular ship on the Hongkong-Canton run, being latterly replaced by the more modern *Rubi* and *Zafiro*. She is a steamer of 1,930 tons; length 285 ft.; beam 35 ft.; and depth 25 ft. She was built by Messrs. Duxford and Sons, of Sunderland, in 1878; her name then being *Menimur*. For years she was one of the few deep-water craft sailing from Hongkong. She has two docks (one iron deck); and is registered by Lloyds at 100 A.I. The China and Manila Co. bought her for about £13,500.

The *Perla* arrived from Saigon with a cargo of rice and flour on the 13th ult.; and left for Koko, with 2,000 tons of rice and 10,000 cases of dynamite on the 22nd ult.

RAIDING CANTON BANDITS.

Some days ago a large number of soldiers under the command of Li Taotui proceeded to Heng Shan district to effect the capture of a notorious robber named Lam Kwa-Sz under whom there are about one thousand men. On the arrival of the soldiers, the robbers fired at them first. The encounter lasted several hours. About two dozen robbers were killed and one was captured alive. The captive said that the den of the robbers is in Sin-Yan or Young Shan district, which can be entered from all sides by land and by water. The Taotai has given orders to completely surround the place.—*Chung Ngoi San Po*.

GOLF.

The following cards were returned at the monthly meeting held at Happy Valley, from the 6th to the 8th instant.

CAPTAIN'S CLUB.

Mr. T. E. Cobbs ... 95 — 18 = 77

" T. C. Gray ... 90 — 12 = 78

" C. M. G. Burnie ... 82 — 2 = 80

Major Pritchard ... 101 — 18 = 83

29 entries.

POOL.

Mr. T. C. Gray ... 90 — 12 = 78

" C. M. G. Burnie ... 82 — 2 = 80

Major Pritchard ... 101 — 18 = 83

30 entries.

SUPREME COURT.

Tuesday, 8th August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (PUSINE JUDGE).

CHAN UT SUI AND PUX KAN SHAN V. CHU LEE AND CHOW PING.

The Court heard further argument in this appeal against the decision of the Chief Justice. Mr. M. W. Stade (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the appellant; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors), for the respondents.

Their Lordships reserved judgment.

HONGKONG & WHAMPoa DOCK COMPANY, LIMITED.

The report of the Board of Directors for presentation to the ordinary half-year meeting of shareholders, on Monday, the 22nd instant reads as follows:—

Gentlemen:—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st June, 1904. The net profit for the six months, after paying interest due and all charges, amounts to \$639,446.98, to which has to be added the balance brought forward from last account \$125,340.63, making a total of \$864,787.67. From this have to be deducted—Directors' fees \$10,000.00, and auditors' fees \$750.00, total \$10,750.00, leaving available for appropriation \$854,037.67.

The directors recommend that a dividend for the half-year of 12 per cent. or \$300,000, and a bonus of 4 per cent. or \$100,000, in all \$400,000, be paid to the shareholders; that \$35,975.85 be written from the value of Kowloon Docks, \$1,890.09 from the Cosmopolitan Dock, \$2,738 from the Floating Plant, and the balance \$565,471.73 be carried to the new account. The Electric Power Plant has been successfully installed throughout the engine works. The lighting of No. 1 Dock is completed, and further extensions are in progress. The refit of H.M.S. *Glory* was duly completed by the arranged date to the satisfaction of the naval authorities. The dredger *Canton River* has been satisfactorily employed during the greater part of the period under review. There is a considerable falling off in tonnage for decking during the past three months.

C. P. CHATER, Chairman.

Hongkong, 8th August, 1904.

THE ACCOUNTS ARE AS FOLLOWS:—

CAPITAL ACCOUNT.

30th June, 1904. ASSETS. \$ c.

To value of Aberdeen Docks, as per last statement 100,000.00

To value of Kowloon Docks, as per last statement 12,500.35

12,500.35

100,000.00

To amount paid in connection with extension of Hung Hom Island lot No. 21, and purchase of Hung Hom inland lots Nos. 13, 21, 23, and 61. 17,709.00

17,709.00

26,100.00

2,200.00

12,482.00

3,125.00

To amount paid on account of wharf cleaning and other expenses 17,824.00

17,824.00

1,329.00

22,157.00

\$20.00

To cost of hydraulic steel plate floating bridge and other machinery for shipyard 40,328.00

40,328.00

To cost of electrical material, Green's economizer, pump, &c., for new power house 22,519.45

22,519.45

To cost of new machine tools for new fitting shop 7,410.00

7,410.00

To cost of new machine tools for new brass shop 9,551.10

9,551.10

1,166.00

1,166.00

30,275,265.59

30,275,265.59

30th June, 1904. LIABILITIES. \$ c.

By shareholders for 50,000 shares of \$50 each, fully paid up 2,500,000.00

2,500,000.00

By similarly loan £20,000 0 0

£20,000 0 0

Less repayments 14,624.19

14,624.19

5,375.80

5,375.80

25,305.67 at 17 1/2% 66,791.18

66,791.18

By marine insurance account 25,500.00

25,500.00

By sundry creditors 17,182,147.44

17,182,147.44

By balance of profit brought forward from last account 12,310.69

12,310.69

339,446.98

964,787.67

964,787.67

854,511.12

854,511.12

REVENUE ACCOUNT.

3rd June, 1904. \$ c.

To interest 45,021.63

To Crown rent 31,833.35

To fire insurance 3,5.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour they will be limited. Only supply-plied for Cash.

Telegraphic Address: Press, Codes: A.R.C., 5th Ed. Letters, P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY Import Firm, experienced, energetic COMPRADORE. Security might be arranged with present security man. Only those who know the business may apply to—

M. W.
Care of Daily Press Office,
Hongkong, 10th August, 1904. [1948]

TO LET FURNISHED.

No. 6, CAMERON VILLAS, The Peak, to 30th September. Apply to—

X. Y. Z.
Care of Daily Press Office,
Hongkong, 10th August, 1904. [1949]

FOR SALE.

(Owner going to U.S.A.)
BAY AUSTRALIAN MARE, 8 years, GELDING, 9 years, 14 cwt.

For further particulars, apply to—
MAICK HAMILTON,
Head Quarters,
Hongkong, 10th August, 1904. [1950]

CHINA SUGAR REFINING CO., LTD.

NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June 1904 on the Paid-up Capital.

Dividend Warrants payable on MONDAY, the 29th AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 29th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents,
Hongkong, 9th August, 1904. [1951]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. B. Scott, Esq., to Sell by Public Auction,

SATURDAY,
the 13th AUGUST, 1904, at 2.30 P.M., within his residence, No. 4, OMELET VILLAS, Kowloon.

SUNDRY HOUSEHOLD FURNITURE, comprising—

DOUBLE IRON BEDSTEADS with WIRE and HAIR, MAITRESESSES, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBE with GLASS, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, PICTURES, &c., &c.; ONE COTTAGE PIANO by Collard & Collard, London (in good order and condition);

And
A Quantity of PALMS IN POTS.

Catalogues will be issued.
TERMS.—As usual.

HUGHES & HOUGH,
Artidines.
Hongkong, 10th August, 1904. [1952]

TAI WOO,
PHOTOGRAPHER AND PORTRAIT PAINTER

DEVELOPING AND PRINTING Under-taken. Views for Sale.
36, Queen's Road Central, 2nd Floor.
Hongkong, 8th August, 1904. [1953]

ANOY ENGINEERING CO., LTD. AMoy CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,
Manager,
Amoy, 3rd December, 1903. [15]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 1.63 mm. With CHAMBER for 10 CARTRIDGE, FIRING 10 SHOTS in 2 SECONDS. SIEMENS & CO. Hongkong, 3rd October, 1900.

DENTISTRY OF Dr. M. H. CHAU. 37, DES VŒUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [64]

RUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE BREWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO., Sole Agents. Hongkong, 18th May, 1903. [1264]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boats. Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [1473]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co., Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays except to receive and deliver perishable goods via PARLAME, Manager. Hongkong, 12th November, 1904. [75]

INTIMATIONS

NOTICE.

WE beg respectfully to notify our Customers that we have been appointed AGENTS for ROSES from the well-known manufacturers, Messrs. R. HOOD HAGGIE & SON, LTD., of Newcastle-on-Tyne.

ARCELLI, CRUZ & CO.
Hongkong, 20th July, 1904. [1922]

WANTED.

AS FOREMAN (Chinese), to look after Building Work Generally; must be able to speak and write English, and accustomed to Outdoor Building Work.—Apply to Officer in Charge of Works, H. M. Naval Yard, Hongkong.

Hongkong, 9th August, 1904. [1944]

WANTED.

DOCCTOR Wanted immediately for Emigration Steamer. Must be a British subject.

Apply—

T. C. E. D.
Care of Daily Press Office,
Hongkong, 6th August, 1904. [1927]

ACCOUNTS.

AN EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting.

Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out.

Accounts Supervised.

Moderate Remuneration.

Apply to—

"ACCOUNTS,"
Care of Daily Press Office,
Hongkong, 16th July, 1904. [1732]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady,

B. R.
Care of Office of this Paper.

Hongkong, 16th May, 1903. [1267]

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 36 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to—

X.
Care of Daily Press Office,
Hongkong, 31st May, 1904. [1374]

SANITARY BOARD OFFICE.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kau-lung occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the Owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the House should be Lime-washed in respect of all the walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the undersides of Roof's both in main buildings, Offices and Servants Quarters and inclusive of Verandahs.

The Backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished wood work in good condition, however, need not be lime-washed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yaumati service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER, Secretary.

Dated this 2nd day of August, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M., in Macao the steamer berths at the Perseverance's Wharfs.

FARE—

1st Class, Single Ticket ... \$2 with Cabin \$3.00

Return Ticket ... \$3 with Cabin \$5.00

Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LTD.

Hongkong, 3rd August, 1904. [1897]

SIENTING.

SURGEON DENTIST.

No. 19, L'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF the CONCERNED).

ON WEDNESDAY,

the 24th AUGUST, 1904, at 3 P.M., at their

SALES ROOMS, NO. 6, DES VŒUX ROAD (Corner of Des Vœux Street).

The British Screw Standard.

"HOICHING."

Built in London in 1879, Length over all 175

feet. Breadth 261 feet, Depth 14 feet, Gross

Tonnage 510, H.P. nominal 200, Cylinder 28

by 48 in., Stroke 22 in., Revolution of

Engines per minute 80, Working Pressure 65

lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400

Passengers.

TERMS.—As usual.

For Further Particulars, apply to

HUGHES & HOUGH,

Artidines.

Hongkong, 5th August, 1904. [1916]

NOTICE.

TO LET

IMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—

B. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG,

36, Queen's Road Central.

Hongkong, 3rd June, 1904. [174]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to

P. O. BOX 22,

Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

Immediate Possession—for 18 months.

Apply to—

JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).

Apply to—

SHIPPING.

ARRIVALS.

CHEANG CHEW, British str., 1,213, J. Harrison, 8th August.—Singapore, 2nd August, General—Chinese.
CHOYSONG, British str., 1,424, H. J. Rooper, 9th August.—Canton 8th August, General—Jardine, Matheson & Co.
HAIMUN, British str., 133, Passmore, 8th August.—Shantou, 7th August, General—Douglas Lapraik & Co.
HINHANO, British str., 1,556, D. E. Sawyer, 9th August.—Saigon 5th August, Rice.—Jardine, Matheson & Co.
KWANGTUNG, Chinese str., 1,540, Lincoln, 9th Aug.—Canton 8th Aug., General—Chinese.
LURIA, German str., 2,213, C. Holboek, 9th August.—Barry 31st May, Coal.—Order—PROGE S., German str., 687, F. Brömer, 9th Aug.—Hilleshöf 8th Aug., General—Siemens & Co.
RAJABURI, German str., 1,189, Reimers, 8th August.—Bangkok 2nd August, Teakwood and Rice.—Butterfield & Swire.
STETTIN, British str., 1,300, J. E. Farrell, 8th August.—Singapore 2nd August, Keroseine Oil.—Gen. McBain.
WASHING, British str., 1,170, M. Courtney, 9th Aug.—Wuhu and Chinkiang 4th Aug., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
9th August.

Bory, Norwegian str., for Bangkok.
Carl Eiderichsen, German str., for Hoihow.
Glacis, British str., for Shanghai.
Louis, German str., for Saigon.
Macdon, British str., for Vancouver.
Rein, Norwegian str., for Bangkok.
Timbuk, British str., for Manila.
Timah, Dutch str., for Shangha.
Titus, German str., for Siam.
Waishing, British str., for Canton.

DEPARTURES.

9th August.
CHANGCHOW, British str., for Canton.
CHUNSHANG, British str., for Saigon.
HANGSANG, British str., for Canton.
JACOB DIETERICHSEN, Gar. str., for Pakhoi.
LAISANG, British str., for Calcutta.
SIAM, British str., for Singapore.
WAIIHUA, British str., for Amoy.

VESSELS IN DOCK.

9th August.
ASPERDEN DOCKS.—
KOW KOK DOCKS.—U. S. S. Pathfinder,
Shanghai, H.M.S. Leviathan, Glengyle, Emma
Lydia, Lothian, H.M.S. Robin, Wongkoi.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship.

"MANCHE," will be despatched for the above ports on or about WEDNESDAY, the 10th inst.
For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 4th August, 1904. 12
POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship.

"HAIMUN," will be despatched for the above ports TOMORROW, the 11th inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 10th August, 1904. 14
NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattini United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGHDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Belotti, will be despatched as above TOMORROW, the 11th August, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 19th July, 1904. 14
"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship "BENLARIG," Captain Wallace, will be despatched as above TOMORROW, the 11th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904. 17
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship "EMPIRE," Captain Helms, will be despatched for the above port on WEDNESDAY, the 17th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904. 17
VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	13th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	BORNEO	Brit. str.	P. & O. S. N. Co.	About 19th inst.	
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	BUTTERFIELD & SWIRE	30th inst.	
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	BUTTERFIELD & SWIRE	13th Sept.	
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	BUTTERFIELD & SWIRE	30th Sept.	
MARSEILLES, LONDON & ANTWERP	BENLARIG	Brit. str.	Gibb, Livingston & Co.	To-morrow.	
MARSEILLES, &c., VIA PORTS OF CALL	WALNUT	Dan. str.	MESSAGERIES MARITIMES	23rd inst., at 1 P.M.	
MARSEILLES, HAFEN, COPENHAGEN, &c.	Koch	Fr. str.	MELCHERS & Co.	Quick despatch.	
BREMEN, VIA PORTS OF CALL	E. PROH	tier. str.	Gibb, Livingston & Co.	17th inst., 9 A.M.	
HAVRE & HAMBURG	PREUSSEN	tier. str.	MELCHERS & Co.	HAMBURG-AMERIKALINIE	
HAVRE, BREMEN & HAMBURG	NUBIA	Ger. str.	HAMBURG-AMERIKALINIE	23rd inst.	
HAVRE & HAMBURG	BADENIA	Ger. str.	HAMBURG-AMERIKALINIE	27th inst.	
HAVRE & HAMBURG	SEPIZA	Ger. str.	HAMBURG-AMERIKALINIE	10th Sept.	
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	HAMBURG-AMERIKALINIE	20th Sept.	
HAVRE & HAMBURG	SAMHIA	Ger. str.	HAMBURG-AMERIKALINIE	4th Oct.	
HAVRE & HAMBURG	SCANDIA	Ger. str.	HAMBURG-AMERIKALINIE	18th Oct.	
HAVRE & HAMBURG	SUEVIA	Ger. str.	HAMBURG-AMERIKALINIE	31st inst., P.M.	
HAVRE & HAMBURG	NIPPOK	Ger. str.	SANDER, WIELAND & Co.	20th inst.	
HAVRE & HAMBURG	PAEPEDON	Brit. str.	BUTTERFIELD & SWIRE	22nd Sept.	
HAVRE & HAMBURG	IDOMENEUS	Brit. str.	BUTTERFIELD & SWIRE	About 12th inst.	
HAVRE & HAMBURG	BEDOUIN	Brit. str.	DODWELL & CO., LTD.	3rd Sept.	
HAVRE & HAMBURG	EPSOM	Brit. str.	SHEWAN, TOME & CO.	16th inst.	
HAVRE & HAMBURG	HUDSON	Brit. str.	STANDARD OIL CO.	To-day.	
HAVRE & HAMBURG	TARTAR	Brit. str.	CANADIAN PACIFIC R. CO.	24th inst.	
HAVRE & HAMBURG	E. OF INDIA	Brit. str.	CANADIAN PACIFIC R. CO.	17th inst.	
HAVRE & HAMBURG	MACHAON	Brit. str.	BUTTERFIELD & SWIRE	25th inst.	
HAVRE & HAMBURG	SHAWMUT	Brit. str.	DODWELL & CO., LTD.	31st inst.	
HAVRE & HAMBURG	THINAR	Brit. str.	PORTLAND ASIATIC CO.	To-day.	
HAVRE & HAMBURG	EMPIRE	Brit. str.	BUTTERFIELD & SWIRE	17th inst., at Noon.	
HAVRE & HAMBURG	PERIN	Brit. str.	GIBB, LIVINGSTON & CO.	About 12th inst.	
HAVRE & HAMBURG	SHANGHAI	Brit. str.	P. & O. S. N. Co.	12th inst., at 4 P.M.	
HAVRE & HAMBURG	SHANGHAI, KOBE & YOKOHAMA	Brit. str.	JARDINE, MATHESON & CO.	About 10th inst.	
HAVRE & HAMBURG	SHANGHAI	Brit. str.	P. & O. S. N. Co.	11th inst.	
HAVRE & HAMBURG	SHANGHAI	Brit. str.	BUTTERFIELD & SWIRE	13th inst.	
HAVRE & HAMBURG	SHANGHAI and KOBE	Brit. str.	BUTTERFIELD & SWIRE	About 23rd inst.	
HAVRE & HAMBURG	NINGPO & SHANGHAI	Brit. str.	TOMORROW.	To-morrow.	
HAVRE & HAMBURG	FOOCHOW, VIA SWATOW & AMOY	Brit. str.	A. Hanson	17th inst., 10 A.M.	
HAVRE & HAMBURG	TAMSUI, VIA SWATOW & AMOY	Brit. str.	OSAKA SHOSEN KAISHA	14th inst., 10 A.M.	
HAVRE & HAMBURG	ANPING, VIA SWATOW & AMOY	Brit. str.	OSAKA SHOSEN KAISHA	21st inst., 10 A.M.	
HAVRE & HAMBURG	SWATOW, AMOY & FOOCHOW	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	SWATOW & SHANGHAI	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	SWATOW, CHEFOO & TIENSIN	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	TIENSIN	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	MANILA	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	MANILA DIRECT	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	MANILA DIRECT	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	CEBU & ILIJIL	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	KUDAT & SANDAKAN	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	SINGAPORE, PENANG & CALCUTTA	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	BOMBAY VIA SINGAPORE & PENANG	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	REGULAR STEAMSHIP SERVICE TO NEW YORK	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS)	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	PROPOSED SAILINGS FROM HONGKONG	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	1904	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	"BEDOUIN"	Brit. str.	OSAKA SHOSEN KAISHA	12th Aug.	
HAVRE & HAMBURG	"LOWTHER CASTLE"	Brit. str.	OSAKA SHOSEN KAISHA	20th Aug.	
HAVRE & HAMBURG	"ATHOLL"	Brit. str.	OSAKA SHOSEN KAISHA	15th Sept.	
HAVRE & HAMBURG	For Freight and further information, apply to DODWELL & CO., LTD.	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	Agents.	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	Hongkong, 9th August, 1904.	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	REGULAR STEAMSHIP SERVICE TO NEW YORK	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS)	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	PROPOSED SAILINGS FROM HONGKONG	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	1904	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	"VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA."	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	FOR SINGAPORE, PENANG AND CALCUTTA	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	REGULAR STEAMSHIP SERVICE TO NEW YORK	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS)	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	PROPOSED SAILINGS FROM HONGKONG	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	1904	Brit. str.	OSAKA SHOSEN KAISHA	To-morrow.	
HAVRE & HAMBURG	"SHAWMUT"	Brit. str.	W. M. Smith	About 12th August.	
HAVRE & HAMBURG	"TREMONT"	Brit. str.	T. W. Garlick	About 10th September.	
HAVRE & HAMBURG	Cargo only.				
HAVRE & HAMBURG	FOR MANILA.				
HAVRE & HAMBURG	The largest, steadiest, and most comfortable steamers for Manila.				
HAVRE & HAMBURG	S.S. SHAWMUT	Tons.	W. M. Smith	About 12th August.	
HAVRE & HAMBURG	S.S. TREMONT	Tons.	T. W. Garlick	About 10th September.	
HAVRE & HAMBURG	CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE, AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.				
HAVRE & HAMBURG	The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.				

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMATEA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 18th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"FELEUG"	On 10th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"MACHAON" "TELEMACHUS"	On 11th August, On 7th September.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

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Hongkong, 4th August, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

PORT	STEAMERS	TO SAIL
DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 10th August.
NINGPO and SHANGHAI	"WHAMPOA" "SHAOHSING" "WUHU"	On 11th August, On 12th August, On 13th August.
SHANGHAI	"KAIFONG" "KANSU"	On 16th August, On 25th August.
CEBU and ILOILO	"TIENTSIN"	On 25th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

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Hongkong, 8th August, 1904.

**IN DO-CHINA STEAM NAVIGATION CO.
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR SWATOW & SHAI SS. "CHOYSANG" ... On WEDNESDAY, 10th Aug., at 4 P.M.

FOR MANILA ... SS. "LOONGSANG" ... On FRIDAY, 12th Aug., at 4 P.M.

FOR SHANGHAI ... SS. "HANGSANG" ... On FRIDAY, 12th Aug., at 4 P.M.

FOR SWATOW, CHIE FOO & TIENTSIN SS. "WOSANG" ... On TUESDAY, 16th Aug., at 2 P.M.

FOR KUDAT & SAN DAKAN ... SS. "MAUSANG" ... On WEDNESDAY, 24th Aug., at 2 P.M.

* These steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

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Hongkong, 8th August, 1904.

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from the above ports on WEDNESDAY, the 17th August, at NOON, taking passengers and cargo for Bombay, etc., on SATURDAY, the 13th AUGUST, at NOON, taking passengers and cargo for the above ports in connection with the Company's ss. "China," 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Mussels and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Ballarat," due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st August, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bush.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M. (week days) 1st Class (including cabin and servant), \$3. Return Ticket \$3.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 9 hours to reach Macao.

MING ON & CO., Agents.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

**VESSELS ON THE BERTH
THE EAST ASIATIC COMPANY,
LIMITED.**

FOR MARSEILLES, HAVRE, COPEN HAGEN AND BALTIc PORTS.

THE Danish Steamer

"PRINS VALDEMAR."

Captain Koch, will be ready to load on or about SATURDAY, the 26th August.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 18th July, 1904. [183]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY.

CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT.

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

THE Steamship

ON TUESDAY, the 23rd August, 1904,

Captain Girard, with

Passenger, Specie and Cargo, will

leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line ss. "Armand Bebic," bound for MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 22nd August.

Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th August, 1904. [184]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"

will be despatched on or about the 10th September.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK,

Orbital Freight Department.

Hongkong, 28th July, 1904. [184]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [184]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong on the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN,"

Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... \$0.30

POST OFFICE NOTICES.

The *Cormorant*, with the English mail of 15th July, left Singapore on Saturday, the 6th inst., at 4 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 14th June.

The *Korea*, with the Ameria in mail, left Manila on Tuesday, the 9th inst., and may be expected here on or about Friday, the 12th inst.

BOOKS CONTAINING— 16 Postage Stamps of 4 cents

12 " " 1 cent

may be obtained at the counter of the General Post Office and at Kowloon Post Office.

Price \$1.00 each book.

In future, there will be one delivery of correspondence each day on weekdays only in Shaukiwan leaving General Post Office at noon. Pillar boxes at Arsenal Street and Percival Street will be cleared four times a day as under:

Percival Street 8.00 a.m. 2.05 p.m.
11.00 a.m. 5.00 p.m.

Arsenal Street 8.05 a.m. 2.05 p.m.
11.05 a.m. 5.05 p.m.

MAILS WILL CLOSE

FOR PER DATE.

Canton Wednesday, 10th, 7.30 A.M.

Tsimshai Wednesday, 10th, 8.00 A.M.

Tartar Wednesday, 10th, 11.00 A.M.

Hengshan Wednesday, 10th, 1.15 P.M.

Choyang Wednesday, 10th, 3.00 P.M.

Tsinan Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Shanghai, Moji, Kobe and Yokohama Wednesday, 10th, 3.00 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Swatow and Shanghai Wednesday, 10th, 3.00 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide and Port Lincoln Wednesday, 10th, 3.00 P.M.

Hoihow and Haiphong Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Singapore Wednesday, 10th, 3.00 P.M.

Kongnong, Kunchuk and Samshui Wednesday, 10th, 3.00 P.M.

Namao Wednesday, 10th, 3.00 P.M.

Sinbue Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Swatow, Amoy and Aspin Wednesday, 10th, 3.00 P.M.

Swatow, Amoy and Foochow Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Ningpo and Shantui Wednesday, 10th, 3.00 P.M.

Koeling, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma Wednesday, 10th, 3.00 P.M.

Yap, Sipan, Ruk, Pompa, Ku-sai, Jainit, Naura, Ocean Island and Sydne Wednesday, 10th, 3.00 P.M.

Saschui, Shihung, Takking and Wuchow Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Kongnong and Kunchuk Wednesday, 10th, 3.00 P.M.

Namao Wednesday, 10th, 3.00 P.M.

Sinbue Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Shanghai Wednesday, 10th, 3.00 P.M.

Manila Wednesday, 10th, 3.00 P.M.

Cantn. Wednesday, 10th, 3.00 P.M.

Kongnong, Kunchuk and Samshui Wednesday, 10th, 3.00 P.M.

Namao Wednesday, 10th, 3.00 P.M.

Sinbue Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Europe, &c., India via Ticticorin Wednesday, 10th, 3.00 P.M.

Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao Wednesday, 10th, 3.00 P.M.

Singapore, Fesang and Calcutta Wednesday, 10th, 3.00 P.M.

Shanghai Wednesday, 10th, 3.00 P.M.

Saschui, Shihung, Takking and Wuchow Wednesday, 10th, 3.00 P.M.

Namao Wednesday, 10th, 3.00 P.M.

Sinbue Wednesday, 10th, 3.00 P.M.

Macao Wednesday, 10th, 3.00 P.M.

Canton Wednesday, 10th, 3.00 P.M.

Europe, &c., India via Ticticorin Wednesday, 10th, 3.00 P.M.

SING QUOTATIONS.

9th August.

Transfer 1.10

Bank demand 1.10

Credit, 60 days' sight 1.10

ON BOMEY.— Telegraphic Transfer 1.10

Bank, on demand 1.10

Credit, 60 days' sight 1.10

ON CALCUTTA.— Telegraphic Transfer 1.10

Bank, on demand 1.10

ON SHANGHAI.— Bank, at sight 7.10

Private, 30 days' sight 7.20

ON YOKOHAMA.— On demand 90

ON MANILA.— On demand 90

ON SINGAPORE.— On demand Nominal

ON BATAVIA.— In demand 1.10

ON HAIPHONG.— On demand 1.10 p.m.

ON SAIGON.— On demand 1.10 p.m.

ON BANGKOK.— On demand 61

SOVEREIGNS, Bank's Buying Rate \$10.80

GOLD LEAF, 100 fine, per tael 857

BAR SILVER, per oz. 261

OPIUM.

9th August.

Quotations are:— Allow 10¢ to 1 cent.

Malwa New \$1040 to \$1060 per pound

Malwa Old \$1100 to \$1140

Malwa Older \$1240 to \$1290

Malwa V. Old \$1280 to \$1325

Persian fine quality \$880 to —

Persian extra fine \$900 to —

Patna New \$1175 to — per chintz.

Patna Old 8 to —

Banaras New \$1155 to —

Banaras Old \$1200 to —

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Cormorant* left Singapore for this port on the 6th August, at 4 p.m., and is due here on the 11th August, at about 6 a.m.

THE AMERICAN MAIL.

The P. M. steamer *Korea* arrived at Manila on the 8th August at 8 a.m., and left for this port on the 9th August, p.m., due here on the 11th August, p.m.

The O. & O. steamer *Gaelic*, from San Francisco to the 16th July, via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning.

The P. M. steamer *Mongolia* left San Francisco for this port via Honolulu, &c., on the 29th July.

THE INDIAN MAIL.

The Indo-China steamer *Nansang* left Calcutta for this port via the Straits on the 30th July, and may be expected here on the 15th August.

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Full Cream.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.

S.S. "POWAN," 2,333 tons, Captain G. F. Morrison, R.N.R.

S.S. "PATSHAN," 2,250 tons, Captain W. A. Valentine.

S.S. "HANKOW," 3,073 tons, Captain E. Branch.

S.S. "KINSHAN," 2,892 tons, Captain J. J. Lassius.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M.

Departures from Canton to Hongkong daily at 8 A.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Cabins and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation.

Further particulars may be obtained at the Office of the—

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.